

Board of Estimate, the appropriation for the East Twentieth street pier was approved.

But with this reservation—that if the Dock Commissioner did not procure a lease for the pier before December 1, 1921, then the appropriation for the reconstruction and redecking of the pier would lapse.

Young Mr. Corcoran proceeded to exert himself mightily. With the foreknowledge that he came from the office of Craig and Foley, with Craig, Comptroller and Foley, Surrogate, with Murray Hubert down in the old offices at room 1909, 66 Broadway, the difficulties do not seem to have been insurmountable. At any rate, he conquered them and by August 14—mark the lapse of time since July 17—Hubert had been persuaded to write to the Sinking Fund Commission recommending that the pier at the foot of East Twentieth street be leased to the Brooks Steamship Company for ten years from March 1, 1920, at the apparently handsome rental of \$23,512.07 a year plus 7 1/2 per cent on the cost of all improvements made by the city in the way of reconstruction, dredging, dredging, etc.

That came up before the Sinking Fund Commission on August 15, 1919, and was considered important enough to be referred to that classic depository of parliamentary secrets, the committee of the whole. This committee consisted of Mayor Hylan, Comptroller Craig, Chamberlain Philip Berolzheimer, President Robert L. Moran of the Board of Aldermen and Alderman Francis P. Kenney. In his capacity as chairman of the finance committee of the board.

Meanwhile young Mr. Corcoran had ample time for the exercise of the wits which the war had taught him. It needs no words to say that he was the protégé of Jim Foley and that he cannot understand to-day why he was picked out by the Brooks Steamship Company as their lawyer.

**Change of Name.**

Through some curious accident it became known that Commissioner Hubert and Mayor Hylan were intensely interested in seeing that only American steamship lines got piers, if possible—all foreigners being barred. So Mr. Corcoran's friends invented the gentle desert of a new company—Brooks sounded like English, they thought—and they picked the Nacirema Steamship Company.

Knowing the feeling which even the name Brooks seemed to have aroused in the Mayor's chamber, Dock Commissioner Hubert came forward on December 13, 1919, to ask the Sinking Fund Commission to approve the lease of the pier—to be constructed at city expense—to the Nacirema Company.

At the time the Sinking Fund Commission was asked to approve the lease of the pier at East Twentieth street to the Nacirema Company, or to the Brooks and the Nacirema companies jointly. At the time the Sinking Fund Commission was asked to approve the lease of the pier at East Twentieth street to the Nacirema Company, or to the Brooks and the Nacirema companies jointly.

The city has undertaken to reconstruct the pier at the foot of East Twentieth street at a cost of something less than \$200,000. Commissioner Hubert in his last report stated that the work was about three-quarters done.

The Brooks Steamship Company is in liquidation and the pier is of no use to it. The Nacirema Company has vanished from these waters and there remains only the original acting force behind all of the involved corporations. That strange as it may seem, is none other than the terrible bug-a-boo of Mayor Hylan, interests affiliated with the National City Bank and the Standard Oil Company.

Yesterday a reporter for THE NEW YORK HERALD saw E. T. Corcoran and asked him several questions concerning the success of the Brooks Steamship Company in procuring a lease of a city pier when other companies couldn't.

Mr. Corcoran was asked if he had not been paid \$12,500 for his legal services in connection with procuring this lease. He declined to discuss the matter.

Mr. Corcoran was asked what, if any, influence he had been able to use in connection with procuring this pier lease for a company which had retained him as its counsel. He again declined to discuss the matter.

Mr. Corcoran was asked if any of the money paid to him for his "services" had gone in any other direction, and replied that he had explained everything connected with the transaction to the Mayor's committee, and did not think he should be asked to answer categorical newspaper inquiries.

**Corcoran's Admission.**

But Mr. Corcoran admitted, without question, that he was a law clerk in Suite 1609, at 66 Broadway, when Charles L. Craig and James A. Foley were there, and apparently understood that Murray Hubert had also made his legal headquarters there in the last two years.

"Who were the people back of the Brooks Steamship Company or the Nacirema?" Mr. Corcoran was asked, and he insisted that he did not know, though he had been the counsel for the two corporations.

The Mayor's Committee is still trying to find out just what the thing was that persuaded Dock Commissioner Hylan to lease the Sinking Fund Commission and Mayor Hylan in particular to grant a pier lease to a corporation which had no affiliations except with the interests of Mayor Hylan has been at such pains to bedevil both before he was elected and since. The Brooks Steamship Corporation is in liquidation in the hands of the Clinchfield Navigation Company at 24 Broad street, the house of Blair & Co., a private banking house closely connected with the Standard Oil interests.

One C. Steindorff is in present control of the Brooks Steamship Corporation, a room of the Clinchfield Navigation Company at 25 Broad street, the house of Blair & Co.

Mr. Steindorff responded vigorously to the idea that any newspaper might inquire into the affairs of the Brooks Steamship Company or how it came to get a pier or what its relations were with young Mr. Corcoran.

"This is blackmail," said Mr. Steindorff; "nothing but blackmail, by some newspaper that has got a hold of something. I wouldn't say anything. Get out of my office."

The day the Oriental Navigation Company took its lease on Pier 3, North River, was also the day the Sinking Fund Commission approved the improvement of the East Twentieth street pier.

Just recently, since the Brooks Steamship Company has been in liquidation, the Sinking Fund Commission has approved an application by the Oriental Navigation Company to have its lease cancelled.

The same interests which obtained a lease on the East Twentieth street pier for the Brooks Steamship Company and the Nacirema Steamship Company control the Oriental Navigation Company. The city is thus left with no lease for Pier 3, North River, and with a lease in liquidation for the new pier at the foot of East Twentieth street on which about \$200,000 has been spent.

**BURGULARS NEAR FIFTH AVE.**

Invade East Fifty-third Street House in Daylight.

W. R. Bullock, a certified public accountant employed by Whiteley, Wyeth & Wilson, 30 Church street, has reported to the police that burglars entered his home in 32 East Fifty-third street on Saturday afternoon and stole jewelry and silverware valued at \$400, together with \$50 in cash.

Mr. Bullock said the burglar jammed the front door and entered the house while his wife was with a relative on an upper floor.

## 'Special' City Counsel to Have \$50,000; Senator Hiram W. Johnson May Benefit

MAYOR HYLAN and other members of the Budget and Finance Committee of the Board of Estimate refused vigorously yesterday to countenance any increase in the salaries of the lawyers employed in the office of the Corporation Counsel. The examiners had recommended increases and Corporation Counsel O'Brien appeared before the committee and fought hard for them. The Mayor said that economy was the administration's policy and that to grant the increases would "put the traction newspapers on his back" again.

The budget committee accepted and approved, however, an increase of the special counsel fees of Mr. O'Brien's office from \$18,500 to \$50,000, "based on estimated needs for 1922." No specific mention was made of the payment for Senator Hiram W. Johnson's services in connection with the transit situation, but it is generally supposed that it is from this fund that he will be paid.

The budget committee also approved and accepted the recommendations of the examiners for an increase of fees for general legal experts from \$56,147 to \$100,000, and an increase in fees for experts on special franchises from \$43,512 to \$60,000. The total for personal service asked by Mr. O'Brien for 1922 is \$1,471,613.

## HYLAN ATTACK ON TRANSIT PLAN OFFERS NO RELIEF

Continued from First Page.

same interests that now control and operate them, and that the financing on basis acceptable only to the companies and not to the city. It compels the city to accept valuations fixed by the companies and the "Transit Commission" no matter how excessive.

"It will enable all the traction companies that are to operate all the lines by grace of the Transit Commission to get their hands on the city's money, and the Interborough has been doing, at the expense of the travelling public."

The Mayor's statement follows: "Gov. Miller's Transit Commission has brought forth a 'preliminary plan.' The time selected for its announcement and the reception it has received from the traction controlled press of this city and from advocates of the eight or ten cent fare give a clue to its real purpose."

"Up-to-date Candidate Curran has not evinced approval or disapproval of this 'preliminary plan' which is so well received by the traction newspapers that support him."

"However, let us examine it. The plan is 'preliminary.' It is not intended by its sponsors to be taken seriously, except by the gullible, during the four weeks preceding election, and then only by those of the gullible who are not sufficiently able to see what is set forth in it, not what it seems after election, the real plan will be disclosed and the character of the real plan will change or develop, according to whether or not a Board of Estimate is elected that will adhere to the policies of the present administration in preserving the public rights with respect to traction contracts and the inviolability of the five-cent fare, or whether a compliant set of men is elected with the aid of the detective bait in this 'preliminary plan' to do as the traction interests bid."

"The preliminary plan proposed by Gov. Miller's Transit Commission provides neither for municipal ownership nor municipal operation. Neither does it provide for a five cent fare."

"It provides for municipal backing of the transit line on an eight or ten cent or even higher fare, at the same time that it saddles the city with all the bankrupt surface lines which the traction ring has been trying to dispose of at a profit for many years. It compels the joining of transit lines that have no necessary relation to each other."

**Sees No Chance for the City.**

"The plan does full credit to Gov. Miller's Transit Commission, composed in the majority of George McAneny and Leroy T. Harkness, who are both fully identified with and responsible for the dual subway contracts which were 'put over' on the city in 1912. As a result of these contracts, the city of New York is to-day carrying about \$10,000,000 a year in the budget to pay interest on about \$250,000,000 invested in subway construction. Under these contracts full credit is given to fictitious valuations for the benefit of the operating companies, which, with the preferential given them, postpone probably for all time the city's ever receiving a dollar from them."

"Mr. McAneny, chairman of Gov. Miller's Transit Commission, was chairman of the transit committee in the Board of Estimate when these dual contracts were accepted by the city. He was the chief advocate of these contracts and one of the chief spokesmen in Albany for the city's interest in the Knight-Adler bill passed by a Republican Legislature at the last session. It is under the authority of this law, be it said, by a desire for higher fares, that the Transit Commission is now acting."

"Mr. Harkness, the second controlling member of Gov. Miller's Transit Commission, was counsel for the old Public Service Commission when it drafted these iniquitous dual subway contracts. He and Travis H. Whitney, former secretary and chairman of the old commission, who is advising the present commission, have been the chief advocates of the plan to unload the surface lines on the city of New York as adjuncts to the subway system."

**Mayor's View of Plan's Effects.**

"The McAneny-Harkness-Millerized traction plan provides: 'The subway, elevated and surface lines are to be operated by the same interests that now operate them. The traction companies are to be formed for the operation of these lines and another company, known as the 'holding' company, to be formed to finance them. The City of New York is to select three of the seven directors that will control the 'holding' company, which is to issue its bonds in exchange for the securities of the operating companies, in amount fixed by the Transit Commission itself on a so-called 'valuation' basis."

"The 'holding' company is to issue bonds to the City of New York in exchange for its subway investments. 'The city is to issue new loans to all the operating companies in return for leases and franchises which they now have."

"The financing plan provides first, that the operating companies should take out of income the total cost of operation, plus a sum for 'maintenance and depreciation,' the balance to go into the treasury of the 'holding' company."

"At the present time the 'balance' that is left from income in the operation of all the surface lines in the city is a deficit of several million dollars a year. This deficit under the plan would be transferred to the treasury of the 'holding' company."

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## MEYER WILL DELVE INTO DWYER'S ACTS

Activities of Inspector With Police Reserves Go Under Scrutiny To-day.

WIRE TAPPING UP AGAIN

Great Volume of Testimony Piles Up Before Albany Investigating Committee.

John F. Dwyer's activities as Police Inspector in charge of the reserve force will be the subject of further inquiry to-day when the Meyer Committee resumes hearings in City Hall. Evidence is to be presented, it is stated, regarding police reserve work in connection with affairs in no way related to the Police Department.

Testimony was given last week that one of Inspector Dwyer's right hand men had assisted in wire tapping to obtain information in a private matrimonial controversy. The Inspector will be recalled to the witness stand and so will Warren Leslie, the lawyer, who was counsel for one of the persons involved in the marriage separation action with which Dwyer's men were said to have been associated.

Two full days will be given to investigating this and other phases of police administration. Then the committee expects to spend a day or two receiving evidence dealing with the administration of the Department of Docks. This latter evidence relates to the cost of policing piers and to alleged favoritism shown in pier leases. The committee has been endeavoring to show that private detective agencies which have the right kind of pull at Police Headquarters get all the "fat" in policing piers.

If there is time left after covering these two subjects the committee will go into Queens Borough at the end of the week and endeavor to find out what truth there is in charges that there was graft and waste in sewer and highway contracts in that borough.

Neither the police nor pier investigation is to be completed this week. It is expected the committee will revert to both subjects occasionally during the remainder of the investigation as new evidence is presented.

The evidence has been accumulating so rapidly regarding maladministration in half a dozen city departments that the committee's calendar is getting clogged. The time set for concluding public hearings is November 1. On that date the committee is expected to have completed its inquiry and to be prepared to present its report to the Charter Revision Commission appointed last spring by the Governor. The latter body in turn is assigned the duty of codifying such amendments and changes in the charter as the Meyer Committee's investigation shows are needed to improve the municipal governments, and its report will go to the next Legislature as the basis for new laws. It is now certain the Meyer Committee will be far from finished in November if all the evidence now available is to be presented.

**U. S. MEDAL TO ITALIAN UNKNOWN HERO URGED**

**House Bill Would Provide Congressional Tribute.**

WASHINGTON, Oct. 3.—Bestowal of the Congressional Medal of Honor on the unknown Italian soldier to be buried in the National Memorial to Victor Emmanuel II, in Rome, would be authorized under a bill introduced to-day by Representative Johnson, Republican, South Dakota.

NEWPORT, Oct. 3.—The cruiser Olympia sailed to-day for Cherbourg, France, to bring back the body of an unidentified American soldier who fell on the battlefield of France. The orders require that a body be selected that "precludes the remotest possibility of future identification," and that an urn of French soil accompany it.

**MISTAKEN FOR DEER, KILLED.**

GUILFORD, Me., Oct. 3.—Earl Locke of Skowhegan was shot and killed while hunting to-day by John French, who mistook him for a deer.

## WOMEN WILL HELP COALITION TICKET

Curran, Lockwood and Gilroy Attend Meeting of Anti-Tammany Leaders.

TO NAME BIG COMMITTEE

Campaign Plans Outlined and Move Started to Get Out Large Registration.

Borough President Henry H. Curran, State Senator Charles C. Lockwood and Vincent Gilroy, Republican-Coalition candidates for Mayor, Comptroller and President of the Board of Aldermen respectively, attended a meeting of the heads of the anti-Tammany organizations at the Murray Hill Hotel yesterday afternoon and outlined their views on the conduct of the campaign. Joseph M. Price of the Coalition Committee, who presided, was authorized to name a sub-committee of seven to frame a larger committee to run the campaign, which will be in general charge of John J. Lyons.

Each of the city candidates will have a special room at the headquarters, with two personal representatives present at all times to pass on all plans that may be put into operation. The vice-chairman of the campaign committee probably will be a woman. The fact that no treasurer has been selected has hampered the work up to date, as no canvass has been made for funds. One of the most rigid policies will be that the campaign be conducted with the utmost economy.

In addition to the candidates those present yesterday were Miss Helen Verick Boswell, F. J. H. Kracke, Mrs. Beatrice V. Stevenson, head of the women's division of the Republican party in Kings county; Richard W. Lawrence and Miss Florence Newbold of the Republican organization in The Bronx; Mrs. Edith Van Alst of Queens, George Cromwell of Richmond, Mr. Price and Mrs. Charles F. Tiffany of the Coalition Committee, Henry Fletcher of the Citizens Union, Samuel F. Hyman of the Independent Democrats, Miss Eva Potter and Mrs. R. L. Whitney of Brooklyn, Mrs. James Russell Parsons of the Neighborhood Republican Association and Mrs. John S. Sheppard of Manhattan.

Plans were discussed for getting out the registration next week and one or two broad matters of policy were brought up in order that reflection might be given to them for future discussion.

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**NOTE**

THE SELLING PRICES OF OUR MERCHANDISE HAVE BEEN REDUCED IN FULL PROPORTION TO ALL LOWER REPLACEMENT COSTS

In accordance with our policy of keeping our merchandise current, we have selected from our stock a number of DISCONTINUED PATTERNS and colorings, and marked them at

**PRICES WHICH WILL ASSURE THEIR IMMEDIATE SALE**

A few of the items are mentioned below:

**PLAIN AXMINSTER FILLINGS OF HEAVY GRADE**

In Natural Gray—French Gray—Blue and Rose coloring  
Formerly—\$4.25 per yard Now—\$2.50 per yard

**PLAIN WILTON FILLINGS**

In a variety of colorings  
Formerly—\$3.75 per yard Now—\$2.85 per yard

**IMPORTED ENGLISH AND SCOTCH AXMINSTER CARPETS**

In Oriental and Chintz designs—many with borders  
Formerly—\$7.75 per yard Now—\$4.50 and \$5.25 per yard

**FIGURED WOOL VELVET CARPETS**

In a variety of small Oriental designs  
Formerly—\$3.25 per yard Now—\$2.00 per yard

**SEAMLESS SCOTCH ART FILLINGS IN WIDE WIDTHS**

9 feet wide—\$4.00 per lineal yard 12 feet wide—\$5.75 per lineal yard

**WOOL WILTON RUGS OF STANDARD WEAVES**

Size—9.0 x 12.0 at \$55.00 Size—8.3 x 10.6 at \$51.50

**ALL WOOL IMPORTED SCOTCH ART RUGS**

Size 9.0 x 12.0 at \$29.50 Size—7.6 x 9.0 at \$19.50  
Size—6.0 x 9.0 at \$15.75

**ROYAL WORSTED WILTON RUGS**

A limited number—Designs Oriental in effect  
Size—9.0 x 12.0 First Quality at \$95.00  
Size—9.0 x 12.0 Second Quality at \$83.00  
Size—9.0 x 10.6 Second Quality at \$75.00

**SEAMLESS CHENILLE AXMINSTER RUGS**

Plain centers—with band borders  
Size 8.3 x 10.6 Formerly—\$96.00 Now \$67.50  
Size 6. x 9.0 Formerly—60.00 Now 49.50

In all of our merchandise, QUALITY is an essential—the vital foundation of that satisfaction which only time will disclose.

Free delivery to all shipping points in the United States

## I. R. T. HITS MOTIVES OF MOVE FOR RECEIVER

Decision Reserved in Vanner's Application on Bonds.

Justice Hotchkiss, in Supreme Court, reserved decision yesterday and gave both sides until Wednesday to file briefs in the motion of Clarence H. Vanner for judgment on the pleadings in his suit to put the Interborough Rapid Transit Company into receivership because it has not paid the \$25,000 face value of notes which he holds.

De Laurence Nicol, representing the Interborough, called Vanner a "professional litigant," and filed a copy of a book concerning Vanner he prepared in answer to Vanner's suit against August Belmont in which Belmont was alleged to have called Vanner a blackmailer. Mr. Nicol mentioned that 93 per cent of the holders of bonds over which Vanner is suing have agreed to extend payment for one year.

Vanner's action is joined by the Continental Securities Company and the General Investment Company. The Interborough contends these corporations are only blinds for Vanner as owner of their stock. His action therefore was entirely in self-interest and not in behalf of other bondholders or creditors. Mr. Nicol contended. He quoted Federal Judge Mayer's attitude that to put the Interborough into a receivership when it was trying to meet its obligations would be a "catastrophe."

Vanner was represented by Elijah Zolne.

**MILL SALARIES CUT 10 P. C.**

WATERBURY, N. Y., Oct. 3.—The St. Regis Paper Company to-day announced a cut of 10 per cent in the pay of every salaried man on its payroll, from general manager down, about fifty persons are affected by this order, which follows a reduction in wages of employees not salaried.

**THOROUGHBREDS**

Trainers will tell you that a thoroughbred horse is extremely nice in his appetite.

He will even refuse the oats which have been breathed upon by another horse.

A thoroughbred man is even more fastidious. Not only must his food be wholesome,

But it must be served in clean and comfortable surroundings, such as characterize the CHILDS restaurants.

Their perfect sanitation and ventilation have made the CHILDS restaurants a familiar one.

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